

4. Raw materials and semi-finished products, such as iron, sheet metal and rivets **are** supplied every two months by the CKD Works in Prague. Ship propellers and marine Diesel engines **come** from the Skoda Works. Lumber arrives from Aussig-Strekova.
5. The work force consists of 300 male workers, including 30 Hungarians detailed from Komarno and the Skoda Works, 60 Germans who have worked in this shipyard as specialists for a long time, and 210 Czechs and Slovaks. There **are** 15 office workers, including two women.
6. All ships and boats **are** made of iron with interior fittings of wood. The following ~~types of~~ **vessels are built there:**
 - a. Motorboats for the armed forces; 20x4 $\frac{1}{2}$ meters, two propellers, Diesel engines from the Skoda Firm (HP unknown); one boat per month.
 - b. Smaller motorboats for the armed forces; 6x2 $\frac{1}{2}$ meters, one propeller, Diesel engines from the Skoda Firm bearing the number 8; two boats per month.
 - c. Transport barges for river navigation, 30x8 meters, molded depth 3 meters; one barge every two months.
 - d. Vessels of German and Czech origin trading on the Elbe and Oder Rivers are repaired here.
7. The large motorboats **are** regularly taken over at the yard by a Czech military commission composed of a major, a captain, a lieutenant, and Manager Rily of the CKD of Prague. The smaller motorboats were sent to Prague and Melnik for the engineer units there. The new transport barges were intended for the Oder Steamship Company. After being taken over by a Soviet major, a Czech engineer and two officials of the Foreign Trade Ministry they were transferred to Germany. The Czechoslovakian Republic does not get these new boats for her own river navigation.
8. The shipyard is fenced in and guarded by six men of the plant militia armed with pistols. Entrance is **possible only by a permit with bearer's photograph.** *

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Comment. This is a typical inland shipyard of minor importance.

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